

King County
Tim Hill, King County Executive

County Council

Ron Sims, Chairman
Audrey Gruger
Cynthia Sullivan
Bill Reams
Lois North
Bruce Laing
Paul Barden
Greg Nickels
Gary Grant

City of Tukwila
Gary L. Van Dusen, Mayor

City Council

Marilyn Stokes, President
Mabel J. Harris
Joe H. Duffie
Ed D. Bauch
Joan Hernandez
Clarence Mariwaki
Dennis Robertson

City Administrator
John McFarland

Department of Public Works
Ross Earnst, Director

King County Contracting Agency
Department of Public Works
Paul Tanaka, Director
Louis Haff, P.E., County Road Engineer

Rex H. Knight, P.E., Engineering Manager
George Wannamaker, P.E., Design Engineer
Jerry Adair, P.E., Construction Engineer
John Borden, Bridge Engineer, Retired
Wally Ip, P.E., Bridge Engineer

John Logan, P.E., Traffic Engineer
Michael Gillespie, P.E., Project Eng.
Carl Beckett, Project Engineer
Jim Hinkle, Field Supervisor
Lee Elde, Inspector

Bill Sunstad, Inspector

Project Design Consultants

Tudor Engineering Company
Prime Engineering Consultant

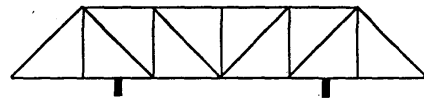
INCA Engineers, Inc.
Roadway & Drainage

Shannon and Wilson, Inc.
Geotechnical Engineering

LaTourelle and Associates
Landscape Architecture

Project Construction
Harold Lockyear & Sons, Inc.
Longview, Washington

Interurban Bridge Dedication Ceremony



Pratt Truss Bridge Removed 1988

**East Marginal Way Crossing the Duwamish River
at vicinity of South 115th Street**

**1:30 p.m.
Tuesday, August 1, 1989**

Tim Hill
King County Executive

Gary L. Van Dusen
Mayor of Tukwila



Allentown, Tukwila
King County
Washington

Interurban Bridge A History

County Bridge Number 3160 is named **The Interurban Bridge** because of its long and colorful history. It crosses the Duwamish River at approximately South 115th Street and East Marginal Way.

The crossing of the Duwamish Bridge was first completed in 1915 as a swing bridge with a pivot in midchannel of the Duwamish. The road reference was State Road Log Number 90705 1.21 and called the West Valley Road. Popularly it was called the Duwamish River Bridge at Duwamish.

In 1934 the Duwamish Bridge was replaced with an inclined steel Pratt Truss bridge. It was a 209-foot through truss with a steel stringer approach at its north end. Overall the bridge was 244 feet long supporting a 20 foot roadway and 5 foot sidewalks on both sides.

The replacement bridge was not new. It had been a part of the Interurban Railway which ran between Seattle and Tacoma. The Interurban Railway changed hands to the Seattle Electric Company and then to Puget Sound Electric Railway. It opened in September 1902. The coming of the automobile caused the demise of the railway. The last run of the Interurban was on December 31, 1928.

The Interurban truss was manufactured by the American Bridge Company. The County purchased the truss in 1934 from the Hofius Steel and Equipment Salvage Company for \$800. It was widened and floated on a barge downstream 300 feet and placed at the East Marginal Way location. Afterward it was known as the Interurban Bridge. The work was done by South District Bridge Crew, John Mannery, Foreman. Steel fabrication was done by Issacson Iron Works. The new concrete floor system and bracing were constructed by Pacific Car and Foundry Company. The resulting two-lane vehicular bridge served the community until it was demolished in 1988. The swing bridge pivot constructed in 1915 was also removed during the construction of the new Interurban Bridge.

The replacement bridge opened in 1989, is a four lane facility which is slightly realigned to improve driveability with its alignment with East Marginal Way South.

The new structure is sixty feet wide with a forty-eight foot roadway and two six foot sidewalks. The structure is a three-span concrete girder bridge, 272 feet in total length. It consists of a poured in place box structure at each end and a precast, prestressed concrete girder section at center span. All three spans are post-tensioned with a composite cast in place deck slab. The superstructure is supported on sloped leg piers extending from each bank. The navigational clearance under the bridge is 13.7 feet. The clearance in the event of a 100 year flood is over eight feet.

From the south end of the project to approximately 560 feet north of the bridge, East Marginal Way South will be four lanes wide with two twelve-foot lanes in either direction. From that northerly point it will be widened to five lanes with a twelve foot left turn lane at South 112th Street.

The bridge construction project was started in 1988, and was solely in King County's jurisdiction. An annexation election occurred during the interim and the bridge became part of the City of Tukwila in 1989.

Interurban Bridge

Tuesday -- August 1, 1989
1:30 p.m.

-Dedication Ceremony-

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| Welcome and Remarks | Tim Hill King County Executive |
| Background | Louis J. Haff, P.E. County Road Engineer |
| The Bridge In The Community | Greg Nickels Councilmember District 8 |
| The Bridge - A City/County Effort | Ron Sims Councilmember District 5 |
| Bridging Change In The Community | Gary L. Van Dusen Mayor City of Tukwila |

-Ribbon Cutting-

Elected Officials and community members are invited to participate in the Ribbon Cutting Ceremony.

-Dedication-

The Interurban Bridge has for many decades served as a vital transportation element in the Green-Duwamish River Basin serving the residential and commercial destinies of the community. Today the Bridge is dedicated to the community which has been patient during the construction of this important new transportation facility.

Duwamish Improvement Club

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| Stuart Garnett, Past President | Dorothy DeRodas, Secretary |
| Dan Aragon, President | Lona Sweeney, Pioneer Resident |